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NOTICE

The undermentioned Gazette of India Extraordinary was published upto the 10th October, 1960 :—

Issue No.	No. and date	Issued by	Subject
123	G. S. R. 1202, dated 10th October, 1960.	Ministry of Food and Agriculture.	The Sugar Control (State of Pondicherry) Order, 1960.

Copies of the Gazette Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of this Gazette.

PART II—Section 3—Sub-section (i)

General Statutory Rules (including orders, bye-laws etc. of a general character) issued by the Ministries of the Government of India (other than the Ministry of Defence) and by Central Authorities (other than the Administrations of Union Territories).

MINISTRY OF EXTERNAL AFFAIRS

New Delhi, the 15th October 1960

G.S.R. 1229.—In exercise of the powers conferred by Section 24 of the Indian Emigration Act, 1922 (7 of 1922), the Central Government hereby makes the following amendment to the Indian Emigration Rules, 1923 and Special Rules applicable to Ceylon and Malaya, published with the notification of the late Department of Revenue and Agriculture No. 212 dated 10th March, 1923, namely:—

1. These rules may be called the Indian Emigration (Amendment) Rules 1960.
2. For sub-rule (2) of rule 63 of the Indian Emigration Rules, 1923, the following sub-rule shall be substituted namely:—

“(2) The Protector, on being satisfied with the certificate of character attached to the application and also about the necessity for a new passage broker, shall issue to the applicant a licence in Form No. 16.”

[No. C.P.E.O/54/60.]

[F. 39(3)PV-IV/60.]

D. S. KHOSLA, Under Secy.

MINISTRY OF HOME AFFAIRS*New Delhi, the 13th October 1960*

G.S.R. 1230.—Ministry of Home Affairs Notification No. 14/2/55 AIS(III) dated 8th August, 1960 published as G.S.R. No. 944 in the Gazette of India, Part II, Section 3, Sub-section(i) dated 20th August, 1960, is hereby cancelled.

[No. 14/2/55-AIS(III).]

B. N. TANDON, Dy. Secy.

CORRIGENDUM.*New Delhi, the 12th October 1960*

G.S.R. 1231.—The following figures may be inserted under column 8 of the Schedule to Ministry of Home Affairs Notification No. 4/53/60-ANL dated 18th July, 1960:

"Scale of Pay Rs. 160—10—250—EB—10—300—15—390".

[No. 4/53/60-ANL.]

S. P. BALASUBRAMANIAN, Under Secy.

MINISTRY OF FINANCE**(Department of Revenue)****DANGEROUS DRUGS***New Delhi, the 22nd October 1960*

G.S.R. 1232.—In pursuance of sub-clause (ii) of clause (g) of section 2 of the Dangerous Drugs Act, 1930 (2 of 1930), and Protocol signed at Paris on the 19th November, 1948, supplementing the Geneva Conventions of 1925, 1931 and 1936 relating to drugs placed under international control, the Central Government hereby makes the following amendment in the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. 4-Dangerous Drugs, dated the 4th December, 1956, namely:—

In the said notification, for item No. (64), the following item shall be substituted, namely:—

*Status of the drug
under the Convention.*

"(64) Ethyl 1-(3-cyano-3, 3-diphenylpropyl)-4-phenyl-4-piperidinecarboxylate (the proposed international non-proprietary name of which is diphenoxylate), and its salts, preparations, admixtures, extracts and other substances containing any of these drugs".

Group I.

[No. 25/F. No. 13/7(1)/60-Opium.]

G.S.R. 1233.—In pursuance of sub-clause (ii) of clause (g) of section 2 of the Dangerous Drugs Act, 1930 (2 of 1930), and the Protocol signed at Paris on the 19th November, 1948, supplementing the earlier Geneva Conventions of 1925, 1931 and 1936 relating to drugs placed under international control, the Central Government hereby declares the narcotic substances specified in the notification to be manufactured drugs and makes the following further amendment to the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. 4—Dangerous Drugs dated the 4th December, 1956, namely:—

In the said notification, after item No. (64), the following item shall be added namely:—

*Status of the drug
under the Convention.*

"(65) 1-phenyl-3-(4-carbethoxy-4-phenylpiperidine)-propanol and its salts, preparations, admixtures, extracts and other substances containing any of these drugs".

Group I.

[No. 26/F. No. 13/7/60-Opium.]

CUSTOMS AND CENTRAL EXCISE

G.S.R. 1234.—In exercise of the powers conferred by sub-section (3) of section 43B of the Sea Customs Act, 1878 (8 of 1878), and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, the Central Government hereby makes the following further amendment in the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, the same having been previously published as required under the said sub-section (3) of section 43B, namely:—

Amendment

1. These rules may be called the Customs and Central Excise Duties Export Drawback (General) Amendment Rules, 1960.

2. In the Second Schedule to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, after the existing item No. 68 and the entries relating thereto the following shall be added, namely:—

“69. Flash Light Cases”.

[No. 106/F. No. 34/236/60-Cus.IV.]

G.S.R. 1235.—The following draft of a further amendment to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, which the Central Government proposes to make in exercise of the powers conferred by sub-section (3) of section 43B of the Sea Customs Act, 1878 (8 of 1878) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, is published as required by the said sub-section (3) of the said section 43B for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 7th November, 1960.

2. Any objection or suggestion which may be received from any person with respect to the said draft before the date as specified will be considered by the Central Government.

Draft Amendment

1. These Rules may be called the Customs and Central Excise Duties Export Drawback (General) Amendment Rules, 1960.

2. In the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, in the First Schedule under item No. 30 for the existing description “Tea Chests made of 3-ply plywood, including fittings therefor shipped in C.K.D. condition” the following shall be substituted, namely:—

“Plywood panels (3-ply) and fittings of tea chests”.

[No. 107/F. No. 34/238/60-Cus.IV.]

G.S.R. 1236.—The following draft of a further amendment to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, which the Central Government proposes to make in exercise of the powers conferred by sub-section (3) of section 43B of the Sea Customs Act, 1878 (8 of 1878) and section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, is published as required by the said sub-section (3) of the said section 43B for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 7th November, 1960.

2. Any objection or suggestion which may be received from any person with respect to the draft before the date so specified will be considered by the Central Government.

Draft Amendment

1. These Rules may be called the Customs and Central Excise Duties Export Drawback (General) Amendment Rules, 1960.

2. (i) In the First Schedule to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, under item No. 4(G) after sub-item No. (27) the following shall be inserted, namely:—

“27-A. Spring Steel Bars”.

(ii) In the First Schedule to the Customs and Central Excise Duties Export Drawback (General) Rules, 1960, under item No. 4(G) for sub-item 26, 26-A, 26-B, 26-C, 26-D, 26-E, 26-F and 26-G, the following shall be substituted, namely:—

“26. Railway track materials, namely the following:—

- (i) Bearing plates.
- (ii) Cotters.
- (iii) Fish plates (Splice bar).
- (iv) Mechanical Signalling and Interlocking items such as Cranks, Compensators, Point Rodding (Solid and tussular) and Switch Levers.
- (v) Junction Fish plates.
- (vi) Rails.
- (vii) Sleeper Clamps.
- (viii) Spring steel loose jaws for Steel Sleepers.
- (ix) Steel Track and Crossing Sleepers.
- (x) Points and Crossings.
- (xi) Steel Sleepers.
- (xii) Steel Clips type ‘U’ for railway track.
- (xiii) Two way steel keys.
- (xiv) Two way Taper keys for Cast Iron and Steel Trough Sleepers.
- (xv) Tie bars.

26-A. Railway Wagons, Steel (Rolling Stock).

26-B. Railway Wagons Forgings”.

[No. 108/F. No. 34/228/59-Cus. IV.]

M. C. DAS, Dy. Secy.

(Department of Revenue)

CENTRAL EXCISES

New Delhi, the 22nd October 1960

G.S.R. 1237.—In pursuance of rule 96-P of the Central Excise Rules, 1944, as in force in India and as applied to the State of Pondicherry, the Central Government hereby makes the following amendment in the notification of the Government of India in the Ministry of Finance (Department of Revenue) No. 87/60-Central Excises, dated the 14th June, 1960, namely:—

In the said notification, in the opening paragraph, after the words and figure “not exceeding 2 in number” the words “and using raw seed only and not powdered or crushed seed in any such expeller, ghani, kohlu, pinto, chekku or rotary, as the case may be,” shall be inserted.

[No. 143/60.]

L. M. KAUL, Dy. Secy.

MINISTRY OF COMMERCE AND INDUSTRY

New Delhi, the 13th October 1960

G.S.R. 1238.—In exercise of the powers conferred by section 24 of the Tariff Commission Act, 1951 (50 of 1951), the Central Government hereby makes the following further amendment in the Schedule to the Tariff Commission (Class I and Class II) Recruitment Rules, 1958, issued with the notification of the Government of India in the Ministry of Commerce and Industry No. 3-E. I(3)/57-S.R.O., dated the 21st January, 1959, namely:—

1. These Rules may be called the Tariff Commission (Class I and Class II) Recruitment Amendment Rules, 1960.

- 2 In the Schedule to the Tariff Commission (Class I and Class II) Recruitment Rules, 1958 under Column 9 for the existing entries, the following shall be substituted, namely —

"Two years".

[No 3-E I(3)/57.]

V. C NAIDU, Under Secy

MINISTRY OF COMMUNITY DEVELOPMENT AND COOPERATION
(Department of Cooperation)

CORRIGENDUM.

New Delhi, the 13th October 1960

G.S.R. 1239.—In G S R No 998, dated the 29th August, for the name "Shri Jagat Prasad Rawat" appearing against serial No 9 of the said notification and against the entry substituted for the entry at serial No 20 of the notification of the Government of India in the Ministry of Food and Agriculture No F 8-1/56 Coop I, dated the 31st August, 1956, published at pages 291-292 in Part II—Section III—sub-section (1) of the Gazette of India-Extraordinary, dated the 29th August, 1960, read "Shri Jagan Prasad Rawat".

R. VENGU, Under Secy.

MINISTRY OF TRANSPORT & COMMUNICATIONS

(Department of Transport)

(Transport Wing)

PORTS

New Delhi, the 11th October 1960

G.S.R. 1240—In exercise of the powers conferred by sections 33, 35, 46 and 47 of the Indian Ports Act, 1908 (15 of 1908), the Central Government hereby directs that the following amendments shall be made in the Rules for the Port of Cochin, published with the Ministry of Transport and Communications (Department of Transport) (Transport Wing), Notification No G S R 686 dated the 4th August 1958, namely:—

In the Schedule to the said Rules, in Section VII-B, 'Overtime fees for Delivery of Import Cargo from or admission of Export cargo into the wharf premises on Willingdon Island on Sundays, holidays and out of working hours on working days',

- (1) after Note (4), the following shall be added as Note (5), namely —

"(5) The levy of overtime fees as stipulated in items No 1 and 2 above shall not be made in the case of export of frozen cargo admitted into the wharf premises on Willingdon Island provided the shippers make their own arrangement for handling the cargo at the time of shipment and pay in full the wharfage leviable on this cargo"

- (2) the existing Note (5) shall be re-numbered as Note (6)

[No. F 6-PG(24)/60]

New Delhi, the 13th October 1960

G.S.R. 1241.—In exercise of the powers conferred by sub-section (1) of Section 6 of the Indian Ports Act, 1908 (15 of 1908) and in supersession of the Port of Cochin (Petroleum) Rules, 1955, published with the Notification of the Government of India in the Ministry of Transport No 6 PII(86)/53 dated the 9th May 1955, the Central Government hereby makes the following rules, the same having been previously published as required by sub-section (2) of the said section, namely—

1 **Short title and application**—(1) These rules may be called the Port of Cochin (Petroleum) Rules, 1960

(2) They shall apply to the Port of Cochin.

SECTION I

Vessels carrying petroleum (including dangerous petroleum) in bulk or packed petroleum and its products as cargo on board.

2. Hoisting of flag on arrival.—The master of every vessel carrying dangerous or non-dangerous petroleum in bulk or in cases as cargo on board shall, on arrival at the Port, hoist flag 'B' of the International Code of Signals at the fore and shall during the day keep such flag flying and during the night exhibit a red light visible all-round the compass at the fore or where it can best be seen.

3. Exhibition of red flag by harbour craft.—Every harbour craft carrying petroleum shall exhibit, during the day, a large square red flag in such a position as may be visible all round the compass and during the night a red light visible all round the compass.

4. Berthing of vessels.—Vessels carrying petroleum in bulk shall normally be berthed in the special oil berth and shall not be piloted into the Port on the strength of the flood tide or taken out on the strength of the tide:

Provided that in exceptional cases when oil berths are not available, owing to dredging operations or to lack of vacant oil berths vessels carrying petroleum in bulk as cargo on board may be berthed in other berths, subject to the previous permission in writing of the Conservator of the Port.

5. Precautions to be taken in berthing vessels amongst other shipping etc.—No vessel carrying petroleum in bulk as cargo on board shall be taken amongst other shipping (unless proceeding to an oil berth or to another berth according to the directions of the Deputy Conservator of the Port) or berthed at a berth other than an oil berth or allowed to enter the Dry Dock until her Master produces a certificate granted by an officer appointed by the Central Government in this behalf that such officer has examined the tanks with the aid of a vapour testing instrument and that the vessel is free from dangerous vapour and is in a fit state to enter the dock.

6. Other precautions.—(1) No vessel carrying dangerous petroleum in bulk shall load or discharge general cargo unless all the tank hatches are effectively closed

(2) No member of the crew of any harbour craft going along side a vessel carrying petroleum shall have in his possession matches or any other inflammable material.

(3) No harbour craft containing dangerous petroleum shall cast off in such manner as may involve risk of collision when other vessels are manoeuvring in the vicinity.

(4) The Master or any other person for the time being in charge of any vessel having petroleum on board shall take effective measures for preventing the escape of petroleum from the vessel by leakage or otherwise.

(5) No vessel shall approach within two hundred feet of any vessel discharging dangerous petroleum in bulk in the Port of Cochin, except with the previous permission of the Conservator of the Port obtained in writing and in conformity with any direction that may be issued by him in that behalf. This rule shall not apply to vessels with a pilot on board and manoeuvring in turning basin in Ernakulam channel opposite to oil jetties.

(6) The oil barges used for bunkering vessels in the harbour shall be seaworthy, manned, equipped and employed in accordance with the Petroleum Rules, 1937. Responsible deck and engine room officers of the ship shall supervise the operations and take all necessary safety precautions on board the vessel receiving oil bunkers.

SECTION II

Bulk oil vessels discharging and loading dangerous petroleum at the Port of Cochin.

7. Notice to Deputy Conservator.—Before any dangerous petroleum is landed or loaded, the owner, agent or master of the bulk oil vessel shall give due notice to the Deputy Conservator.

8. Place of loading or discharging.—Dangerous petroleum in bulk shall only be loaded or discharged at the Ernakulam Oil Jetties except under special circumstances as provided in rule 4.

9. Ventilation of holds etc.—Before any dangerous petroleum contained in casks, barrels or other containers is landed, the holds of a bulk oil vessel having on board such containers shall be thoroughly ventilated, and after all dangerous petroleum has been removed from any bulk oil vessel, the holds and tanks shall be rendered free from inflammable vapour.

10. Discharge of petroleum.—(1) Dangerous petroleum may be discharged day or night subject to the provisions of rule 12, but such discharge must commence before sunset; and should anything occur during such discharge after sunset to necessitate a repair to the plant, pipes or connections, such discharge shall be discontinued until after sunrise:

Provided that if tank ships have been connected to shore pipelines, and they have commenced discharge of non-dangerous petroleum in bulk or flushed the pipelines by pumping water before sunset, they may thereafter commence discharge of dangerous petroleum in bulk even though discharge of dangerous petroleum is actually commenced after sunset.

(2) Bulk oil vessels which conform to the requirements of Annexure I to these rules shall be permitted to discharge petroleum by steam from their own boilers or by internal combustion engines placed in a position remote from cargo holds and pump rooms.

(3) In bulk oil vessels which conform to the requirements of Annexure I to these rules and whose cargo pump is driven by electric motor, the electric motor shall be of approved design and its connections shall be isolated from the cargo pump by a gas-tight bulk-head of sufficient height to preclude the possibility of inflammable vapour entering the motor compartment. A gas-tight gland shall be fitted where the driving shaft passes through the bulk head.

11. Precautions while raising steam on board.—In the event of it being necessary to interrupt pumping in order to raise steam on board, the oil pipes in the vicinity of the vessel shall be flushed with water and the valve on pier head shall be closed before the boiler fires are lighted.

12. Restrictions on use of electric power.—The use of electric power while loading or discharging dangerous petroleum is not permitted unless the vessel's electrical installation complies with Lloyd's or other approved Society's requirements for electric fittings for ships carrying oil having a flash point less than 150°F.

13. By-pass valve.—Every vessel discharging dangerous petroleum shall be fitted with a by-pass valve on the discharge side of the pump having a connection back to the ships tanks.

14. Use of fire or light.—From the time when the holds or tanks of a bulk oil vessel are first opened for the purpose of loading or landing dangerous petroleum until such time as all dangerous petroleum shall have been loaded into or removed from such holds or tanks and the holds or tanks shall have been securely closed down and, in the case of landing, rendered free from inflammable vapour as required by this rule, there shall be no fire or artificial light on board such ships or at or near the place where the dangerous petroleum is being loaded or landed.

Provided that this rule shall not prohibit boiler fires in the case of vessels conforming to the requirements of Annexure I to these rules:

Provided also that this rule shall not prevent the use of lamps, heaters, cookers or other similar type of safe apparatus, electric or otherwise, so designed, constructed and maintained as to be incapable of igniting inflammable vapour.

15. Prohibition of smoking etc.—The owner, agent or master of the bulk oil vessel shall take adequate steps to prevent any person under his control from smoking at or near the place where dangerous petroleum is being landed or loaded and to prevent any person engaged in such landing or loading from carrying fuses, matches or any appliances whatsoever for producing ignition.

16. Precautions while loading and discharging.—(1) Armoured hose shall be used to connect the valves on board to the pipeline on shore and all the connections shall be made completely leak-proof before the discharge or loading of petroleum in bulk is commenced.

(2) All pipes and other appliances used in the landing and loading of dangerous petroleum in bulk shall be free from leakage.

(3) When a ship has finished discharging or loading petroleum other than heavy petroleum, the pipeline shall be immediately emptied of petroleum by pumping water through the line.

(4) The Chief Inspector of Explosives may by written order, grant exemptions in any particular case from the provisions of sub-rules (1) and (3).

17. Loading or landing to be done diligently.—When the landing or loading of dangerous petroleum has been commenced, such landing or loading shall be proceeded with, with due diligence, and if it is continued, the tanks and holds of the petroleum ship shall immediately be closed.

18. Precaution of escape of petroleum.—No dangerous petroleum shall be discharged or allowed to escape into the waters of the port.

19. Precautions against fire.—(1) The owner, agent or master of a bulk oil vessel shall take all due precautions for the prevention of accident by fire in landing or loading dangerous petroleum.

(2) Iron or steel hammers or other instruments capable of causing a spark shall not be used for the purpose of opening or closing the hatches or tank lids of a petroleum ship, nor shall the chipping of iron rust or paint be carried on in the vicinity.

(3) Fires and lights (other than electric filament lamps and/or self-contained electric lamps, heaters, cookers or other similar type of safe apparatus, so designed, constructed and maintained as to be incapable of igniting inflammable vapour) shall not be used upon the quay upon which dangerous petroleum is being landed or loaded or upon which dangerous petroleum is lying.

20. Distance between petroleum vessels.—Two or more petroleum ships shall not, exempt for purpose of transshipment, lie within one hundred feet of one another unless in the opinion of the Deputy Conservator of the Port it is impracticable to maintain such distance.

21. Responsible officer to be on board.—During the time any bulk vessel is in the port, a responsible officer and engineer of the vessel must always be on board, night and day, to carry out and give effect to the provisions of these rules. In the absence of the master, the Senior Deck Officer on Board shall be the responsible officer. When loading or discharging is proceeding or about to be started, it is absolutely essential that the master or chief officer and either the Chief or the Second Engineer must be on board and see that every necessary precaution is taken for the safety of the vessel and her cargo and during all such time the engines, boilers and machinery shall be maintained in working order so that the vessel may be moved as soon as steam can be raised, if so required by the Deputy Conservator of the Port.

22. Other Precautions.—(1) Every vessel having petroleum other than fuel oil on board as cargo, whilst moored in the Port, shall keep the end of a wire hawser having an eye, paid out to the water's edge at the bow and stern to enable a tug to take hold in case of emergency.

(2) Every vessel having petroleum other than fuel oil on board as cargo when discharging or loading or while hatches are open shall have her fire hoses connected and all fire extinguishing appliances ready for immediate use, and if the petroleum being loaded or discharged or stowed in the holds is dangerous petroleum, all awnings shall be furled.

23. Admission to enclosed oil jetties.—(1) Admission to the enclosure (or Ernakulam foreshore) within which the exchange pit and the like are situated and to the Ernakulam Oil Jetties shall, if the Conservator of the Port so directs, be regulated by means of permits which shall, on application, be issued by him

or by an officer authorised by him in this behalf, to such of the public as have business to transact within the above premises in somewise connected with the purposes, services or works of the Port.

(2) Persons carrying fuses, matches or any appliances whatsoever for producing ignition shall not be permitted to enter the premises mentioned in sub-rule (1).

SECTION III

Handling of packed petroleum and its products

24. Loading of packed petroleum.—Packed petroleum and its products shall be landed at jetties provided for the purpose, or in barges or lighters and only at such places as the Deputy Conservator of the Port may direct. A list of dangerous petroleum and its products and other inflammable liquids flashing below 76 degree F. is given in Annexure II to these rules. This list, however, is for guidance only and is not exhaustive. Any other commodity which (by virtue of its composition and property) is capable of being classified under the categories of dangerous petroleum and its products and/or other inflammable liquids flashing below 76 degree F. shall be dealt with according to the rules set down herein.

25. Notice before discharge of consignment.—Steamer Agents of vessels having packed petroleum and its products for discharge at the Port shall advise in writing the Deputy Conservator of the Port and the Traffic Manager of the Port at least a week in advance of the vessel's expected date of arrival. Similar notice should be given both by the shippers and the steamer agents in the case of consignments for shipment.

26. Maximum quantity to be landed or shipped.—No more than one thousand gallons of dangerous and six thousand gallons of non-dangerous petroleum and its products shall be landed or shipped at the wharf by any one particular vessel.

27. Permission prior to landing or shipment of petroleum and its products.—No imported petroleum or its products shall be landed except with the permission of the Deputy Conservator of the Port and the Collector of Customs. Similarly, no petroleum or its products shall be shipped by vessels or loaded into lighters for shipment without the prior permission of the Deputy Conservator. The specific written permission of the Traffic Manager of the Port should also be obtained before packed petroleum and its products are discharged at or brought for shipment to the Willingdon Island wharves.

28. Petroleum rules to be complied with.—Petroleum and its products shall be contained in receptacles complying with the provisions of Rule 27 or 28 of the Petroleum Rules, 1937, as the case may be.

29. Receptacles to be free from leakage, etc.—No petroleum or petroleum product contained in casks, drums, or other receptacles shall be landed or shipped unless such receptacles are free from leakage and are of such strength and construction as not to be liable to be broken or to leak except in case of gross carelessness or extraordinary accident. The Steamer Agents in the case of imports and the shippers in the case of exports should furnish a certificate to the effect that the receptacles comply with the above rules.

30. Time of loading and discharging.—Vessels shall not normally load or discharge packed petroleum and its products except between the hours of sunrise and sunset. In exceptional cases, discharging or loading may be permitted with the prior written permission of the Deputy Conservator or the Traffic Manager, as the case may be, under the conditions laid down in the said permission.

31. Precautions.—(1) Special arrangements to maintain a thoroughly efficient watch and ward shall be made by the ship and all necessary precautions against fire or smoking shall be strictly observed whilst the vessel is at the wharf berth. Similar arrangements shall be made on shore as well. Every care shall be made on shore as well. Every care shall be taken to safeguard the ships at the adjoining berths. A clearance of at least 50 ft. should be maintained between the vessel handling petroleum and its products and the vessels at the adjoining berths unless, in the opinion of the Deputy Conservator of the Port it is impracticable to maintain such distance in which case the clearance may be reduced to not less than twenty-five feet.

(2) An officer serving on board the vessel, who holds a certificate of competency, not lower than that of a second mate, should be on duty at the hatch from which any petroleum and its products are being discharged, or into which they are being shipped, until the discharge or shipment is completed. On shore, the operations should be conducted under the immediate supervision of an officer of the Port not lower in rank than an Assistant Wharf Superintendent.

(3) No fire, naked light of any description, and no smoking shall be allowed within fifty feet of the vessel handling petroleum or its products.

(4) No inflammable cargo other than packed petroleum or other petroleum products shall be landed or shipped at the same time.

(5) No person engaged in landing or loading petroleum or its products shall carry fuses, matches or any other appliance for producing ignition or explosion.

(6) Buckets containing dry sand shall be placed at convenient points; the fire pumps with foam connection shall stand by on either side of the vessel handling petroleum and its products.

32. Leaky receptacles.—The Steamer Agents and the shippers shall see that the receptacles are carefully examined, and no leaky receptacles are landed or shipped. In the case of imports, any leaky receptacles found shall be kept aside on board and shall not be landed along with sound ones. After the sound receptacles are completely landed and are either removed to the petroleum shed or cleared from the wharf premises, the contents of the leaky receptacles shall be transferred into sound containers in lighters on the off side of the vessel, under the supervision of the Preventive Officer on duty on board the discharging vessel. The Steamer Agents shall have to do this at their own risk and expense. These receptacles shall then, and only then, be landed and transported carefully to the petroleum shed or cleared from the wharf premises, as the case may be. In the case of cargo for shipment, it should be brought into the wharf premises, only if the receptacles comply with rules 28 and 29 and are in sound condition. The contents of any leaky receptacles should be transferred into sound container outside the wharf premises to the satisfaction of the Assistant Wharf Superintendent on duty before it is taken into the wharf premises.

33. Approval by Deputy Conservator.—In respect of discharge or shipment of packed petroleum and its products, by means of cargo lighters, the boats and their equipment must be approved by the Deputy Conservator of the Port and his written permission to conduct such operations must be obtained in advance of the vessels' expected date of arrival. When harbour craft are used for the landing or shipment of non-dangerous petroleum, the quantity of such petroleum afloat in harbour craft at any time should in no case exceed sixteen thousand imperial gallons and not more than twelve harbour craft, of which not more than six shall be wooden harbour craft, should be used for the purpose at the same time. In the case of dangerous petroleum, the limit afloat in harbour craft is restricted to six thousand imperial gallons or twenty tons.

34. Other requirements.—(1) All harbour craft and sailing vessels carrying packed petroleum and its products, shall proceed only under tow within the Port limits. Landing and shipping operations shall be conducted without delay. Harbour craft containing such petroleum are not permitted to idle alongside any vessel.

(2) The requirements of rules 31 and 32 shall also be complied with in respect of vessels handling dangerous petroleum overside in the stream.

(3) During the loading or discharge of packed petroleum and its products at any hatch, no other cargo shall be handled at the hatch.

(4) Not more than twenty-four hundred imperial gallons of packed petroleum may be shipped into or landed from a sailing vessel or transhipped from another vessel into a sailing vessel.

(5) General cargo and non-dangerous petroleum may be loaded into or discharged from, any vessel simultaneously, provided that they are contained in separate holds; but when dangerous petroleum is being loaded into, or discharged from, a vessel no other cargo should be loaded into or discharged from such vessel.

(6) No dangerous petroleum shall be in actual transit in the harbour between sunset and sunrise otherwise than in railway wagons, that is such petroleum

should not be handled in any way at night nor lie afloat in harbour craft, in the harbour, at night.

(7) The Port's foam generator shall always be in position at the point of landing of any dangerous petroleum before the landing commences and while it is in progress.

(8) No harbour craft containing dangerous petroleum shall be in transit in deep channels used by seagoing vessels either in Ernakulam Channel or in Mattancherry channel anywhere near a vessel entering or leaving the Port or shifting fresh one berth to another inside the harbour.

(9) While handling of dangerous petroleum is in progress, no cooking fires, smoking or lights of any description other than electric lights, complying with Rule 105 of the Petroleum Rules 1937, shall be allowed anywhere on board the vessel.

(10) Leaky receptacles containing petroleum shall not be discharged from a vessel into a harbour craft containing sound receptacles.

(11) Where harbour crafts are used, not more than two thousand gallons of dangerous petroleum shall be loaded into any one harbour craft.

(12) Dangerous petroleum imported shall not be put into a harbour craft without the prior consent of the Deputy Conservator. In order, therefore, to avoid possible delay to vessels carrying dangerous petroleum, the agents of such vessels shall make early arrangements with the Deputy Conservator for the disposal of their cargo of dangerous petroleum.

(13) Dangerous petroleum intended for shipment shall not be put into harbour craft without the permission of the Deputy Conservator of the Port and until the vessel by which such petroleum is intended to be shipped is ready to receive it.

35. Prevention of escape of petroleum.—All due precautions shall be taken at all times to prevent any escape of petroleum during transport especially into any drain, sewer, harbour, river or water course.

36. Heavy petroleum.—Notwithstanding anything contained in the preceding Rules, if the Master of, or agent, for, a ship produces a certificate that any petroleum on board is heavy petroleum, it may be discharged in the same manner as ordinary cargo.

Provided that the sampling officer may at any time require a sample of any of the petroleum to be delivered to him with a view to having it tested.

(Explanation.—Heavy petroleum means petroleum which has its flashing point not below 150° fahrenheit.)

ANNEXURE I

(Vide rules 10 and 14)

Special requirement for bulk oil vessels discharging dangerous petroleum with the ship's own power.

(1) Bulk oil vessels discharging dangerous petroleum with their own power shall be constructed in accordance with Lloyds or other approved Society's Rules for vessels intended to carry petroleum in bulk.

(2) The propelling machinery shall be placed at the after end of the ship.

(3) The casing protecting the propelling machinery space shall be not less than 7 feet in height from the main deck.

(4) All openings in this casing shall be closed air-tight.

(5) Any other precautions deemed necessary to prevent petrol vapour entering the engine room or stockhold shall be carried out.

(6) Where steam is used for the cargo pump, it shall be supplied from the ship's main boilers and the smoke tubes uptake and funnel shall be clear of soot before commencing discharge.

ANNEXURE II
(See Rule 24)

List of dangerous petroleum and its products and other inflammable liquids flashing below 76° fahrenheit.

Petroleum and other hydrocarbon oils, dangerous having a flashing point below 76° Fahrenheit.

1. Aviation spirit.
2. Benzene.
3. Benzine (Petrol).
4. Benzol.
5. Benzole.
6. Benzoline.
7. Ethyl aviation spirit.
8. Gasoline.
9. Motor spirit.
10. Motor car spirit.
11. Solvent oil.
12. Petroleum Ether.
13. Naphtha, mineral.
14. Solvent naphtha.
15. Toluol.
16. Xylol.

Other inflammable liquids, having a flashing point below 76° F.

1. Amyl alcohol.
2. Bisulphide of carbon.
3. Collodion.
4. Ether.
5. Ether Formic (Ethyl Formate).
6. Ether (Sulphuric).
7. Ethyl Acetate (Acetic Ether).
8. Pyroxyline (for photographic or similar purposes).
9. Ethyl chloride.
10. Absolute Alcohol.
11. Solvent oil.
12. C. P. Methanol.
13. French Polish.
14. Industrial alcohol, denatured as under:—
 - Denatured, mhowa spirit.
 - Denatured spirit, ordinary.
 - Denatured spirit, special.
 - Mathylated spirit.
15. Isopropyl alcohol.
16. Methyl acetone.
17. Methyl alcohol.
18. Power alcohol and power alcohol mixture.
19. Rectified spirit (50° F. overproof and above).
20. Spirit varnish.
21. Spirits, wines and cordials country (Below 50° overproof), as under:
 - Arrack.
 - Liquor.
 - Mhowa spirit.
 - Toddy.

22. Wood naphtha or wood spirit.
23. Insecticides (fluid) inflammable.
24. Cements, compositions, paints, polishes and other articles partly composed of naphtha or other highly inflammable liquids.
25. Necol household cement.
26. Necolustre.
27. Paint thinners.
28. Lacquers, nitro cellulose.
29. Paints, nitro cellulose.
30. Polishes, nitro cellulose.
31. Stains, nitro cellulose.
32. Varnishes, nitro cellulose.
33. Cellulose Acetate Dope.
34. Nitro-cellulose Dope.
35. Paint and varnish removers.
36. Plastic wood.
37. Rawlplug Durofix.
38. Rubber Solution composed of rubber and naphtha.
39. Enamels, nitro-cellulose.

N. B. This list is not exhaustive.

[No. F. 6B-PG(50)/58.]

MISS I. INDIRA, Under Secy.

(Department of Transport)
(Transport Wing)

New Delhi, the 17th October 1960

G.S.R. 1242.—In exercise of the powers conferred by section 6 of the Merchant Shipping Act, 1958 (44 of 1958), the Central Government hereby makes the following amendment to the National Shipping Board Rules, 1960 published with the notification of the Government of India in the Ministry of Transport and Communications (Department of Transport) G.S.R. 92 dated the 18th January, 1960, namely:—

1. These rules may be called the National Shipping Board (Second Amendment) Rules, 1960.
2. For rule 6 of the National Shipping Board Rules, 1960, the following rule shall be substituted, namely:—

"6. (1) The Chairman may resign his office by a letter in writing addressed to the Central Government and a member may resign his office by a letter in writing addressed to the Chairman:

Provided that the Chairman or the member shall continue in office until his resignation takes effect.

- (2) The resignation of the Chairman or a member shall not take effect until it is accepted or until the expiry of 30 days from the date of receipt of the letter of resignation by the Central Government or as the case may be by the Chairman, whichever is earlier."

[No 40-MD(134)/59.]

S. K. GHOSH, Dy. Secy.

(Posts & Telegraphs Board)

New Delhi, the 12th October, 1960

G.S.R. 1243.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President has been pleased to decide that the following further amendment shall be made in the Posts and Telegraphs Workshops (Assistant

Foremen Recruitment) Rules, 1959, issued in the Ministry of Transport and Communications (Department of Communications and Civil Aviation) Notification No. 2-WF/16-57, dated the 5th June, 1959, namely:—

Delete the existing Appendix 'C' and substitute the following.

APPENDIX 'C'

(See Rule 10)

Candidates must pay the following fees:—

	Rs.
I. Application fee to be paid with the application form	5/-
II. Medical fee to be paid before Medical examination.	16/-

NOTE: 1. The candidates belonging to Scheduled Castes and Scheduled Tribes will be required to pay one-fourth of the application fee laid down in item (I) above.

2. The application fee must be paid into a Post Office and the Post Office receipt must be submitted with the Application form. *Fees remitted by Money Order, Postal Orders or Cheques will not be accepted.*

3. The Medical fee must be paid in cash to the Medical Board on receipt of a written order from the General Manager, Posts & Telegraphs Workshops and before the Medical examination.

[No. 2-6/60-WK.]

B. G. DESHMUKH, Secy.

MINISTRY OF INFORMATION & BROADCASTING

New Delhi, the 12th October 1960

G.S.R. 1244.—In exercise of the powers conferred by the proviso to Article 309 of the Constitution, the President hereby makes the following further amendment in the Broadcasting Stations, All India Radio Recruitment Rules, 1958, namely:—

In the schedule to the said rules, the entry under column 9 in respect of Assistant Station Director may be substituted as under:—

"By promotion 75%

By Direct recruitment 25%".

(This amendment takes effect from 31st August 1960).

[No. 5(89)/58-B(A).]

J. D. JAIN, Under Secy.

MINISTRY OF FOOD AND AGRICULTURE

(Department of Agriculture)

New Delhi, the 11th October 1960

G.S.R. 1245.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President hereby makes the following further amendments to the Central Fisheries Technological Research Station (Recruitment to Class III and Class IV posts) Rules, 1958, published with the notification of the Government of India in the Ministry of Food and Agriculture (Department of Agriculture) No. G.S.R. 1223 dated the 18th December, 1958, at pages 1272-1275 of Part II, Section 3(1) of the Gazette of India dated the 27th December, 1958, namely:—

1. These rules may be called the Central Fisheries Technological Research Station (Recruitment to Class III and Class IV posts) Amendment

Rules, 1960. In the Schedule, to the Central Fisheries Technological Research Station (Recruitment to Class III and Class IV posts) Rules, 1958, for the existing item (2) and the entries relating thereto, the following item and entries shall be inserted, namely:—

Statement showing the Qualifications etc., prescribed for the recruitment to the various Class III

Name of post	No. of posts classification & whether non-gazetted	Whether Ministerial or Non-Ministerial	Scale of Pay	Whether selection or non-selection for purposes of promotion	Age for direct recruitment	Educational Qualifications prescribed
1	2	3	4	5	6	7
			Rs.			
(2) Accountant-cum-Head Clerk	Two General Central Service Class III, Non-Gazetted	Ministerial	150—7—185— 8—225—E.B.— 240—10—300	Selection	Not applicable	Intermediate/Senior Cambridge/Higher Secondary Certificate, or equivalent qualifications

IV Posts of the Central Fisheries Technological Research Station, Cochin.

Whether age and educational qualification prescribed for direct recruitment will apply in case of promotion or transfer	Method of recruitment i.e., whether by direct recruitment or by promotion or by transfer and percentage of vacancies to be filled up by various modes	In case of vacancies filled up by promotion transfer grades sources from which transfer are to be made	Probation period if any	If D. P. C. exists for recruitment by promotion composition thereof
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8	9	10	11	12
Will not apply in the case of permanent or quasi-permanent persons	By failing transfer or suitable from Govt.	promotion which by personnel other Department.	Promotion from Upper Division Clerks with 5 years experience of accounts and establishment work	Two years ..

[No. 3-24/59-FY(I).]

G. R. SRINIVASAN, Under Secy.

(Department of Agriculture)

New Delhi the 14th October 1960

G.S.R. 1246.—In pursuance of sub-clause (b) of clause 2 of the Fertilizer (Control) Order, 1957, the Central Government has appointed Shri Ameer Raza, I.A.S., Joint Secretary, Ministry of Food & Agriculture (Department of Agriculture), as Controller of Fertilizers with effect from the 12th September, 1960 (forenoon) *vice* Shri M. K. Kidwai, I.A.S.

[No. 16-27/60-M.]

V. BALASUBRAMANIAN, Under Secy.

(Department of Food)**CORRIGENDUM**

New Delhi, the 17th October 1960

G.S.R. 1247.—In the notification G.S.R. No. 1171 dated the 1st October, 1960 of the Ministry of Food and Agriculture (Department of Food), Government of India containing the Delhi Wheat and Wheat Products (Export Control) Second Amendment Order, 1960 published at page 654 in the Gazette of India Part II Section 3, sub-section (i), dated the 1st October, 1960.

For "1960" occurring in line 4 of the preamble, read "1959".

[No. 204(DEL)(1)/458/60-PY.II.]

A. K. RAY, Under Secy.

MINISTRY OF REHABILITATION

New Delhi, the 5th October 1960

G.S.R. 1248.—In exercise of the powers conferred by section 23 of the Evacuee Interest (Separation) Act, 1951 (64 of 1951), the Central Government hereby makes the following further amendments to the Evacuee Interest (Separation) Rules, 1951, namely:—

1. These rules may be called the Evacuee Interest (Separation) Amendment Rules, 1960.

2. In the Evacuee Interest (Separation) Rules, 1951 (hereinafter referred to as the said Rules), after rule 11-C, the following rule shall be inserted, namely:—

"11/C(C)—*Mode of sale of composite Property.*—Any composite property may be sold by public auction or by inviting tenders."

3. For clause (C) of sub-rule (11) of rule 11-D of the said Rules, the following clause shall be substituted, namely:—

"(C)—Where the highest bid received falls short of the reserve price, the Competent Officer may with the approval of the Custodian accept such bid notwithstanding that such bid is less than the reserve price. If, however, the Custodian does not agree to the acceptance of such bid, the Competent Officer may again order the re-sale of the property and all the provisions relating to auction shall apply to such re-sale."

4. After rule 11-D of the said Rules, the following rule shall be inserted, namely:—

"11-D(D)—*Sale of composite property by tender.*—(1) Where any composite property is to be sold by inviting tenders, the Competent Officer, shall invite sealed tenders for the property and the invitation for tenders shall specify:—

(i) the amount to be deposited by the tenderer as earnest money; provided that such earnest money shall not be more than 5 per cent of the amount tendered;

- (ii) number and description of the property to be sold, its location and boundaries where possible and any other particulars which may be material;
 - (iii) the period within which tenders are to be received;
 - (iv) the date, time and place fixed for the opening of tenders;
 - (v) the terms and conditions of tender as set forth in the provisions hereinafter appearing; and
 - (vi) any other relevant information.
- (2) The tenders shall be opened by the Competent Officer, on the date and at the time and place fixed for the opening of tenders in the presence of all those tenderers who may wish to be present.
 - (3) The Competent Officer shall not be bound to accept the highest or any other tender and shall not be bound to disclose his reasons therefor. Every tenderer shall be bound by his offer and shall, if he resiles from such offer, be liable to forfeit his deposit of earnest money. The decision of the Competent Officer with regard to the forfeiture of the earnest money shall be final.
 - (4) When a tender has been accepted by the Competent Officer, the tenderer shall produce before the Competent Officer within fifteen days of the intimation to him of the acceptance of the tender, a challan evidencing a deposit into the treasury of the balance of the purchase price of the non-evacuee share in the property.
 - (5) The balance of the tendered amount representing the evacuee share in the property may be paid either in cash or by adjustment of compensation due to the purchaser or by associating claimants.
 - (6) The provisions of Rule 11-D shall, so far as may be, apply in relation to the sale of composite property by tenders under this rule, as they apply in relation to the sale of composite property by public auction under that rule."

[No. 1(53) Prop.II-60-Comp.]

KANWAR BAHADUR, Dy. Secy.

